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Per doz. Per bot.

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Dinner Wine, Green Seal Capsule	\$12.00	\$1.00
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White Capsule	13.50	1.20
CC. SUPERIOR OLD DRY, PALE NATURAL SHERRY, Red Seal Capsule	16.00	1.40
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WINES.

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Per doz. Per bot.

GOOD	\$16.50	1.40
FINE	27.00	2.25

A. S. WATSON & CO.
LIMITED,

THE HONGKONG DISPENSARY.

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Liber's

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MARRIAGE.

On the 8th April, at Kobe, at the Netherlands
Consulate, HENDRIK VAN OORDT VAN LAUDEN-
BERG, Netherlands Consul, to Mrs. EUGENIA
MATILDE PANTALONNADEL CAMPO Y VILCHES,
widow of A. VAN DER VALK, late of Manila.

DEATHS.

On the 20th April, at Peak Hospital, Hongkong,
JAMES HENRY MACLEHOSE, aged 68 years. [1236]

On the 10th April, at Nagasaki, Captain I. A.
Koen, late Secretary of the German Consulate,
Nagasaki, aged 58 years.

The Daily Press.

HONGKONG OFFICE: 14 DESVaux ROAD, CH.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 22nd April, 1903.

HONGKONG has not enjoyed until recently
a reputation as a health resort, but it seems
to be rapidly acquiring that reputation
among the American residents in the
Philippines. During the past two months
hundreds of American officials have taken
the trip to Hongkong to spend their
vacation leave here, and have found the
change agreeable enough to establish a
decided preference for the British Colony.

They speak in flattering terms of its
general air of prosperity, and of its ad-
ministration, as well as its climate, in con-
trast with the conditions prevailing in the
Philippines. It is well known that numbers of
American business men who have come out to
the Philippines in search of the Almighty
Dollar have already returned home dis-
appointed in their hopes and extremely
pessimistic in their views of the future of
that Islands unless the whole conception of
government speedily undergoes a radical
change. Business, according to all ac-
counts, has been at a standstill for a long
time, labour is bad and the country unde-
veloped, and the openings for the white man
in the Islands are regarded as few and far
between. "The worst of it is," says the
Manila Times, "most of what is said is true."
Conditions are bad and many Americans,
disgusted with the way things are going
"on, are leaving the islands."

But while the journal above mentioned
agrees that the causes enumerated above

doubtless account to a large extent for the
migration that has taken place, it ventures to
suggest as another factor the circumstance
that the major portion of the original
colonists were hardly the kind of men the
islands needed. They were volunteers who
came out primarily to fight, and with no
definite resolve or preparation to settle
down to industry, so that when a period
of depression set in, and stringency
and contraction became the order of the
day, these men, not being firm and secure
in the positions they occupied, were so
affected as to find it advantageous and
expedient to move. The same may be said,
our contemporary adds, with regard to
many other Americans who came out without
any specific plans or occupations in
view, and totally ignorant of the conditions.
For the right kind of men, the Manila
Times declares it cannot be denied that
there are abundant opportunities, especially
in the line of manufactures. "We could
have more hat and match manufacturers,
and there is also an opening for more
lumber mills, for paper mills, for wood
and cabinet work, for tanneaux, for pot
teries, and for other industries where
modern, labour-saving devices could be
brought into play. The same holds true
to a large extent of our agriculture, which
is still conducted with the methods in
vogue two or three hundred years ago."

Apparently our contemporary seeks to get
over the labour difficulty by advocating a
more extensive use of labour-saving ma-
chinery, and ignores the demand for Chinese
labour which in the opinion of many
business men is the great immediate need.

The keynote of American rule in the Islands
has been declared to be "the Philippines for
the Filipinos," and the aim of the benevolent
tutor is that the natives should govern
themselves just as do the people of Arizona
or Oklahoma. America is assumed to be
merely aiding them until experience shall
so change their racial temperament and
educate them to a proper appreciation of
republican institutions as to fit them to
receive the benefits of self-government.
That is the view taken of the matter at
Washington, but contact with the actual
conditions of life in the Philippines does
not tend to confirm the average American
in the faith that the right methods of
government are being adopted. We can,
however, rest assured that if mistakes are
being made, the day of their rectification
will come, and whatever may be said of
present conditions in the Philippines, the
eyes of the critic must not be closed to the
fact that seed sown requires time to fructify,
and no one can doubt that the educative
work which is being undertaken by the
government throughout the islands must
result in a gradual improvement of the race.

Captain Milroy of the Sailors' Home, who
was bitten by a dog some time ago and went to
Saigon for treatment or the Pasteur method, is
reported to be quite out of danger.

It is proposed to hold an O.C. Diner at the
Hongkong Hotel on Saturday, 2nd May, at 8
p.m. Old Cheltonians, Carthusians and Clifton-
ians desirous of attending are asked to send in
their names to Mr. T. C. Gray (Hon. Sec. Chel-
tonian Society), Hongkong Club.

The Hon. Treasurer of the Alice Memorial
and Nethersole Hospitals begs to acknowledge
with thanks the following donations to the funds
of the Hospitals:-

Canadian Pacific Railway Co. ... 850
Taro Hikumi ... 25
Sir W. Meigh Goodman ... 20
Krus & Co. ... 20
Mutual Stores ... 20

An Imperial Ordinance has been promulgated in
Japan forbidding the counterfeiting or
alteration of real and paper currency or bank-
notes circulating in foreign countries, and
providing penalties for the offence. This
removes a serious defect in the Japanese Code
of which advantage has more than once been
taken.

We have received a copy of the Street
Index of the City and various districts in
the Colony, which has been compiled by Mr.
Arthur Chapman, the Government Assessor
and published by authority. To insurance
agents, solicitors and all others interested
in land and house property such an
index must prove of great value. Only a limited
number have been printed and having regard
to the immense amount of labour involved in
preparing such an index the \$20 charged for it
is a very reasonable figure.

Experts sent by the Philippine Government
to the island of Mindoro report that a fine
quantity of rubber equal to that from India, and
known by the natives as "dusting ash," was
found to exist in large quantities. At nearly
all points visited were signs of the rubber vine,
which in size is from one-half to one inch in
diameter. It grows to a length of from forty
to sixty feet. This vine, however, is to be found
only in dry forests. The natives do not know
the real value of the vines and use them for no
other than medical purposes. They rub it on
burns, sores and wounds, and outside of its
usefulness for healing purposes, they place no
other value upon the rubber. A large quantity
of low-grade guita-parcha was also found in
several places.

On the 9th Inst. there were 15 steamers in
Bangkok Harbour—13 of them German.

The British Civil Service Estimates show
that the cost of the Coronation was £125,000.

From January 1st to April 15th the number
of cases of plague reported in Manila was 83 of
which 69 proved fatal.

Several decorations have been bestowed by
H.M. the Queen, upon Japanese officials at
Nagasaki.

The Russian cruiser *Rasovnik* a training
ship attached to the Asiatic Squadron, called
at Manila on the 16th Inst. for water and coal.

Several soldiers in the fighting column which
is conducting operations against the Moros
have been struck down with cholera.

Administrative reforms now in progress in
Japan have resulted in the dismissal of more
than 1,000 of the officials of the Department of
Communications. This represents a decrease in
expenditure of 21,000 yen yearly.

The Norddeutscher Lloyd is making an effort
to secure for their coasting steamers doctors
with European or British colonial diplomas.
This is the outcome of the recent prosecutions
at Singapore, where the authorities declined to
recognise Japanese or American medics as
qualified.

We notice in the latest Japan papers that the
Governor-General of Formosa reported at the
beginning of the month that 208 cases of
bubonic plague had been reported in the Island
since 1st January. It is added in the Governor-
General's report that the epidemic threatens to
spread in the Island.

The stamp duty recently instituted in Chihi
by Viceroy Yuan Shih-kai, is very unpopular.
All the proclamations that were posted in
Peking about that duty, were torn down by the
eager inhabitants. The duty was also
strongly opposed by the inhabitants of Fao-
tingfu, where the shopkeepers struck for three
days as the direct result of its introduction into
that city. In consequence of this, many
censors have memorialised the Throne to order
Viceroy Yuan Shih-kai to cancel the unpopular
taxation at once, lest its continuance should
bring about trouble.

THE PLAGUE EPIDEMIC.

No less than 21 cases of plague were notified
during the 24 hours ended at noon yesterday,
these bringing the year's total up to the figure
of 299. Sixteen of the cases were fatal; with the
exception of one Indian all the cases were
Chinese. Three bodies were found dumped in
Wanchai Road, Albany Street and Li Sing
Street respectively.

FRENCH ADMIRAL IN HONGKONG.

Vice-Admiral Marschal, who arrived on Sun-
day afternoon moving Eastwards, and it has
now reached the W. coast of Japan.

The wind will freshen from NE. in the
Formosa Channel and along the S. coast of
China during the next 24 hours.

Forecast:—S. winds changing to NE. and
freshening; squally, showery.

THE BRITISH CONSUL AT
HONGKONG.

A French journal referred not long ago to
the English Consul at London, and a local
paper to the Portuguese Consul at Macao.
Now an English weekly makes mention of the
British Consul at Hongkong. In an article
dealing with the duties of our Consuls, *Answers*
relates the following story:—

"A heavy shipment of tinned meats and jams
was recently sent from England to Hongkong.
To the amazement of the senders, nearly the
whole cargo was rejected and sent back. The
goods were examined and found perfectly sound
and in excellent condition. The Consul was
therefore communicated with, and from him it
was learned that the rule among Chinese
merchants is to open every case, remove the
wrappers, and examine the outside of the tins.
The slightest blemish to the label involves the
final rejection of the tin."

Had Answers said the "Scotch Consul," one
could have understood.

OUTBREAKS OF FIRE.

No less than three fires were reported yester-
day morning by the police. The first occurred
about 9 p.m. on Monday in a house at No.
57, Wellington Street. It was caused by the
upsetting of a lighted lamp, and extinguished
by the inmates and police before much damage
was done.

The second broke out about one o'clock yester-
day morning in a medicine shop on the first floor
of No. 12, Fat Hing Street, in the Central
district. It spread to the ground and second
floors and to the adjoining house, No. 11,
whence the flames were communicated to one
floor of No. 13. Nos. 11 and 12 were badly
damaged, but No. 13 suffered only slightly.
The Fire Brigade attended under Mr. F. J.
Wodehouse, Assistant Superintendent of
Police. The premises were partly insured, but
the amount of the damage is unknown.

The third fire had its location in an eating-
house at the far end of Queen's Road West.
The alarm was given about half-past eight
yesterday morning, but the flames were extinguished
without difficulty, and the damage does not
amount to much.

Yesterday an outbreak started in the engine
and store rooms of the steamer *Hydes*, lying
in Kowloon Dock. The crew and some of the
Dock European staff extinguished the flames,
which destroyed all the woodwork in the store
room. The damage in this case also was trifling.

TELEGRAMS.

REUTER'S SERVICE.

THE INSURRECTION IN MOROCCO.

LONDON, 19th April.
The Moorish Pretender is advancing on Fez
and is confident of triumph; it is his intention
to proclaim himself Sultan and demand the
recognition of the Powers.

THE NEAR EAST.

LONDON, 19th April.
Russia and Austria have again warned Bul-
garia against encouraging the Macedonian
movement.

THE "REINA CRISTINA."

LONDON, 19th April.
The Spanish Government has decided to
bring the skeletons from the *Reina Cristina* to
Spain.

THE AMERICAN CABLE TO THE
PHILIPPINES.

LONDON, 19th April.
The United States have consented to the
landing at Guam of the Dutch-German Cable
from the Colibri and Pelorus connecting with
the projected American Cable to the Philip-
pines.

THE NEAR EAST.

LONDON, 19th April.
The Austrian and Russian Ambassadors
have adopted the unprecedented course of
demanding a joint audience of the Sultan
to strongly urge the necessity of pacifying
Albania.

A DANGER TO SHIPPING.

PORT ARTHUR.

In the latest number of *Navy and Army* Illustrated Mr. Allan H. Burgoine gives an account of this Russian stronghold, with some good views of the same. In the course of this he states:—

It is fully evident that the occupation of this peninsula and adjacent coast-line of Manchuria by the Russians is every bit as permanent as the occupation of Cuba by the Americans. The main feature of Port Arthur is its great value from the military point of view, it being well-nigh as impregnable as Gibraltar, both landwards and from the sea. The site of the old Chinese city is rapidly becoming a mass of barracks, and the extensive military works at present being carried out on the surrounding heights testify to Russia's firm intention to retain Port Arthur for all time. The defences of the adjacent coast are remarkable, and extend in the northern direction for a distance of 40 versts, whilst to the south the sea-line is fortified along 12 versts. These fortifications take the form of earth batteries, and mount either three or four heavy guns each; the approach to them on the land side is made impossible by the erection, about the bases of the hills on which they are situated, of stout fences, or in many cases castellated walls, with sentries placed in positions around them to prevent any inquisitive stranger from approaching too near. These two long lines are joined by a circle of forts surrounding the town and surmounting the tops of the hills which are scattered over the country. The huge, scarcely finished fort commanding the entrance has just received four new 63-ton breech-loading cannon on fortress mountings, whilst on the side towards the sea, and halfway between the crest of the hill and the water level, are two batteries of small quick-fires, with a torpedo and searchlight station, the combination making the success of an attack by torpedo vessels highly problematical.

As one enters the harbour a large semi-natural breakwater is seen on the left, enclosing a fine bay of about two miles in length by one mile in breadth. On this is placed a battery of seven 5.5-in. Caceot quick-fires at an elevation of not more than 10 ft. from the mean sea level, thus efficiently protecting the inner harbour and basin from any torpedo craft that might by chance have escaped the fire of the outer batteries. On the right a large stone basin, capable of wharfing dozen battleships of the first-class, has been made; originally commanded by the Chinese, it was carried to completion by its present owners. A 50-ton gun sheer-legs is in position on the land side of this basin, and large engine-shops and repairing-houses are in course of construction wherever there is an available plot of land. Ship-building is also in progress, there being three destroyers of the *Som* type on the stocks (in a shed on the breakwater), with another one doing its trials. Four more lay moored behind the Caceot battery, and in mid-bay are two of Schichau's wonderful vessels; the last is augmented by two of the *Mistral* class under the Russian flag, making in all twelve destroyers. Six others left the Baltic for the East in November last, and when these have arrived Russia will possess a most formidable fleet of these useful little ships. I counted, besides, 11 torpedo-boats of various types lying in three lines in the swing basin.

As regards the advance on the city along peaceful lines, the modern town is constructed on the European plan, its only all-pervading fault being excessive filth, stench, and a complete lack of drainage—drainage, indeed, being a thing almost unknown in Russia itself. Waterworks are being erected on a convenient height, and before long electric light will be installed all over the town. The hilly nature of the country and the wretchedness of the soil are chiefly to blame for the deplorable state of the roads, which in dry weather are thickly coated with a grey pestilential dust and during the rainy season compare favourably with a farm-yard in the quality of mud and slush. Militarism is rampant, and but for a few Chinese who have found the Russian rule bearable, one soldier meets a man clad in anything but a uniform.

Close to Port Arthur—between two and four hours journey by train—is Dalny, the whim of the Tsar, built in three years and too large for its inhabitants; here are hundreds of new houses awaiting occupants, and fine new wharves that never as yet had a steamer lying by them. The Government has thus made preparation for the extensive emigration which not only takes place regularly in the ordinary course of events, but which is encouraged by the Foreign Office at St. Petersburg to the utmost degree. The majority of the men after a time join the police or the military, finding it preferable to be tyrannised themselves than to be tyrannised over. The town is a huge machine run in a thoroughly stereotyped manner, and the visitor is at once struck by the complete way in which all things human have been suppressed in favour of an unbearable mechanical regime.

From these remarks it will be seen that there are many places more pleasant than Port Arthur; but, although as a residential spot it is utterly hopeless, the military advantages accruing from its remarkable strategical position make it of invaluable worth to those who know how to reap the benefit resulting from the want of diplomatic forethought of other nations. China may be disregarded, for "the duration of lease is absolutely unlimited," Russia's motto as regards Manchuria is "J'y suis, j'y reste."

The Patentees—Macmillan & Cameron, Limited, deserve a NATIONAL MEMORIAL, for their excellent inventions.—*Dover Chronicle*.

TEN WAVERLEY PEN. THE PICWICK PEN.

TEN OWL PEN. THE HINDOO PEN.

Sold at all Stationers. Waverley Works, Edinburgh.

THE GERMAN ESTIMATES FOR CHINA.

REDUCTION OF THE VOTE.

In the Budget Committee of the Reichstag on 17th inst. the estimates for German military and other expenditure in China, amounting to m.15,000,000, were discussed. Baron von Richthofen (Secretary of State for Foreign Affairs) made a statement on the subject of the sum mentioned.

THE KIAOCHAU ESTIMATES.

The German Budget Committee reduced a general purposes vote of m.80,800 (24,540) in the estimates for Kiaochau by m.50,000 (2,500). Some other small reductions were made. Replying to the criticism that Kiaochau was of no great value to German export trade, Vice-Admiral von Tirpitz dwelt on its importance as a base. No remarkable development of commerce there had ever been expected by his Department during the first five years of the occupation. The imports had increased, but he could not say how much of this increase came from Germany. The exports had diminished, in consequence of the poor crops of beans and oil. The last report, however, were promising. The State Secretary also referred to the healthiness of Tsingtau, and to the coal mines at Wei-hsien. The coal obtained here, he said had proved to be superior to the Japanese coal used on board ships of the German navy; and he believed that the navy would shortly be able to get its coal exclusively from Shantung. If Germany wanted to sell Kiaochau she could find purchasers enough at a high price.

SIR HIRAM MAXIM ON CHINESE LABOUR.

Sir Hiram Maxim, in a paper on "The Chinese and the South African Labour Question," appears in a new rôle as humourist:—

The American working men of the imported variety are fair-minded and noble fellows, and believe in giving everyone a fair chance, not even excepting the heathen Chinese. They sought out these misguided Chinamen and attempted to reason with them. They pointed out the error of their ways, and did all they could to reform and civilise the poor heathens, and to impress upon him the principles and practices of the white workers, but all to no purpose; the misguided heathen still worked on like a machine; he would not even slow up. Then again, the Chinese were not satisfied with doing twice as much as they should on week days. Many of them, who were profitably employed six days in the week, acquired small plots of land which they cultivated on nights and on Sundays, and no matter how poor the land might be, they made it produce amazing crops. It was like magic; they got about ten times as much out of the land as ever had been done before. This magic system of market gardening did not appear a square deal to the white workers—it gave the Chinese a great advantage over the local gardener, which was very exasperating. Mobs were organised, and many of the little heathen farms were destroyed. But there seemed to be no end to the iniquity of these degraded heathens, for no sooner did they find their plants destroyed, than they went fishing on Sunday, and managed to catch as many fish in one day as the local fishermen could catch in a week. It sometimes occurred that a white man had trouble with his imported white servants, and cases are known where four have been discharged from a single household, and one Chinaman hired in their place, who at once became cook, chambermaid, butler and gardener, besides doing the family washing, and even then he complained of *ennui*, as he had not sufficient work to keep him going—poor fellow!

As San Francisco increased in wealth and population, there arose a demand for "billed shirts"; then it was found that the Chinaman was the best "washerwoman" in the world; another nail in his coffin. The fact is, there appeared to be no end or limit to the "cussiness" of this benighted heathen. He could work at any trade, do any thing, and do it well. The professional labour agitator and the walking delegate employed interpreters, and did all they could to make the heathen see the error of his ways, but still to no purpose; he persisted in his evil ways and refused to reform. Then the eight-hour movement came, and the white men attempted to get the heathen to join them in an effort to get an eight-hour day. The reply they got was—"We already got him; we got him two times, topside now." We worked, worked eight hours, two times one day; very good piggin, much money, topside now." The poor, misguided heathen was satisfied with an eight-hour day that called for eight hours in the forenoon and eight hours in the afternoon.

His article is written in this strain right through. If Chinese are imported into South Africa, he says, it is absurd to suppose they can be kept in a state of slavery. One result would probably be that the output of the rich mines would be enormously increased, and that the Chinaman would begin to work the poor mines at a profit, increasing the output of gold until the metal became so abundant that we should be glad to accept Mr. Bryan's 16 to 1 standard.

HOSPITAL ACCOMMODATION ON THE CHINA STATION.

For many years hospital accommodation for the naval service on the China station has been altogether inadequate, says the *N. and M. Record*, and not only has it frequently been found necessary to keep invalids who should have been receiving hospital treatment on board their ships, but large numbers of officers and men have been sent to private hospitals for treatment. A hospital is now to be built at Whampoa, at a cost of £45,000, and the Naval Hospital at Hongkong is being extended, ground to the value of £1,000 having been purchased for this purpose. Great progress has been made on the work, which, when completed, will have cost £35,000.

MISCELLANEOUS NOTES AND NEWS.

A DIAMOND FROM THE SKY.

What is declared to be a diamond fallen from the sky was recently placed on exhibition in the American Museum of Natural History, New York. It is a diamond embedded in a 40lb. meteorite, which was discovered in Arizona. Tests proved the substance to be a genuine diamond, and tridolite and daubridolite, which proved that its origin was not terrestrial, were both found in the iron which encased the gem.

AN INTERRUPTED AUCTION.

While conducting a sale under a distress for rent a Watford antiquer had a very unusual experience. Annoyed at his goods being disposed of, the tenant of the houses rushed out, and seizing a hive of bees, pitched it into the midst of bidders and auctioneer. The disturbed insects thus rudely awakened flew in every direction, causing both auctioneer and bidders to make a rapid exit. The owner regretting his hasty action soon afterwards came upon the scene with his face and hands protected, and bided the disturbers of the auction.

BIRMINGHAM'S SUMMER DRINK.

The Birmingham Gazette says that if the summer should prove an exceptionally dry one, the Birmingham Water Committee, in the absence of the Welsh supply, may find some difficulty in meeting the constantly growing demands made upon them. In order to prepare as far as possible for such an eventuality, the newly constructed reservoir at Frankley is to be used for storage purposes. During the slackness of the winter season 100,000,000 gallons have been pumped up the gravitation mains between the city and the reservoir, and now remain stored there. Altogether Birmingham has at present, according to the calculations of Mr. Antony Lees, a total storage of 542,000,000 gallons. As showing the growth of the demand, Mr. Lees pointed out to the committee that the average daily distribution for February was 18,500,000 gallons, as compared with 17,500,000 in February, 1902.

THE GOLD PROFITS TAX IN THE TRANSVAAL.

The following are the terms of the settlement arrived at between the Colonial Treasurer and the Chamber of Mines with regard to the tax on gold profits:—Accounts are to be rendered without three months from the date on which they are made up. The expenses of shaft sinking or equipment are admissible for amortisation irrespective of the question whether the outlay is from capital reserve, or current revenue. Development outlay is to be omitted from the statement. In regard to capital expenditure for further development the outlay will be treated as working cost for calculating the yearly duty. Shaft sinking to the point where driving commence will be treated as capital expenditure and not as development. The life of a mine will be computed on the basis of existing stamping power and the tonnage of payable ore remaining to be worked at that date. The taxation on the life of a mine will be subject to revision if material alterations in the date of computation occur. The deduction for amortisation will be calculated for the life of the mine, and is to be proportioned to every normal working year. When the profit is less than the yearly allowance for amortisation both sums will be carried forward to the succeeding year. The question of the expenditure incurred by the mines during the war is still under the consideration of the Government.

THE GRUB AND THE BUTTERFLY.

In the last sentence of the series of lectures on "Insect Contrivances," which Professor Mill brought to an end last month at the Royal Institution, he gave some advice to intending entomologists. It was not to make collections, or lists of local species—these things had already been done, and thoroughly done—but to study the life histories of insects, which, especially in the case of the diptera, were still very much to seek. He added the counsel, which the illuminating charm of his own methods of imparting information entitled him to offer, though few would be able to emulate him in accepting it, that the young entomologist should not be content with facts, but should make them the basis of reflections. That is Professor Mill's own way. Starting from a careful description of the way in which the wings and embryonic legs and the more complex organs of the coming butterfly are packed away in the caterpillar, and how, beginning in the larval stage, they are developed in the pupal stage, and burst adult and complete into the last stage of their existence—he answered the questions which nearly everyone has sometimes asked—why is it that the grub turns into the butterfly, and how did Nature develop these changes? The reason why the grub in the last stage of its existence acquires wings and becomes a butterfly is in order that it may lay its eggs in new sites. That it may do this it requires wings. With its change of habit, its mobility, comes the need for more highly developed senses, for a new digestive organisation; and therefore a complete reconstruction is necessary between the larval or grub stage and the butterfly or imago stage. Hence, there is need for a resting stage during which this reconstruction can take place, and therefore we have the pupal stage. In the early beginnings of insect life, in the primitive insects, there were no transformations. The instances of the "canopus" and the insect sometimes called the "river fish" (*Lapisa*), most probably were the exception of all primitive insects—having no wings and undergoing no transformations. Some insect larvae are like these simplest forms of insects, but in the highest, most complex forms of insects, the Lepidoptera, Hymenoptera, and Diptera, there are no analogues of these simplest forms. The pupal stage and the insect stage are stages added to the original life history of the insect. As these stages have been added the larval stage has degenerated.

THE IMPERIAL CHYANSANTHEMUM OF JAPAN.

CURIOS ACTION OF THE KOBE POLICE. Loyalty to the ruling power in the Far East expresses itself in ways very little dissimilar to such expressions in the Far West, but lately the police of the Foreign Settlement at Kobe have been helping to maintain Japan's reputation for contrariness in doing some things in the opposite way to which the same things are done at home. When the "occupiers" of the Settlement were arranging some dogs, evergreens, &c., in honour of the approaching visit of the Emperor, one or two of the decorators, in order to make the front of their premises as attractive as possible, had each a chrysanthemum worked in among the greenery, exactly as is done with the royal arms in England. The effect of course was very pretty, and an appropriate expression of loyalty to the Imperial house.

But it appears, says the *Kobe Chronicle*, that in both cases—the Oriental Hotel and Messrs. Worch & Co.—this action was regarded as an offence, for as soon as the decorations had been completed, police officials visited the principals and politely ordered the alteration of the designs, so that they would not resemble the Imperial chrysanthemum. The alterations in both cases did much to spoil the work as a decoration. Mr. Adam, of the Oriental Hotel, had an interview with the Superintendent, Messrs. and Mr. Remmiger, of Messrs. Worch & Co., explained that his design had only thirteen petals, while the Imperial crest had sixteen. The design of the Oriental Hotel, it may be remarked, had only fifteen petals. Explanations, however, failed; the police were inexorable, and the alterations had to be made.

Our contemporary says that with regard to the correct usage to be observed in this matter, it has it on the highest authority that so long as sixteen petals are not used, the police or any other of the local authorities have no right to interfere.

PHOTOGRAPHIC PLATES, PAPERS AND CHEMICALS

EASTMAN'S KODAKS, FILMS AND ACCESSORIES.

DEVELOPING AND PRINTING UNDERTAKEN

A. CHEE & CO.,

17A, QUEEN'S ROAD, HONGKONG. [38]

NERNST

NERNST ELECTRIC LIGHT.

BEAUTY OF ILLUMINATION COMBINED WITH GREAT ECONOMY

AS CHEAP AS GAS!

FOR PARTICULARS APPLY TO
HONGKONG ELECTRIC CO. OR SIEMSSSEN & CO. [37]

CRICKET FAMILIES.

In a note upon the late Bishop of Southampton, the Manchester *Guardian* says:—The late Bishop of Southampton was like all his brothers, a member of the Eton cricket eleven. There were three of them in the eleven of 1872. This seems to be pretty near a "record" in the family history of cricket but the record is broken when we learn that eight brothers, together with their father, the fourth Lord Lyttelton, and their uncles, Mr. Spencer Lyttelton, and the Rev. William Lyttelton, constituted a victorious team under the title of the "Hagley Eleven."

COUGHING PLANTS.

Man has by no means a monopoly of the coughing function. *Etula tussioides*, commonly known as "the coughing bean," possesses this function. Recently botanists have been giving special attention to this bean, and *Science Siftings* tells some very interesting things about it. It is a native of warm and moist tropical countries. When any particles of dust settles on the branching pores in the leaves of the plant, a gas accumulates inside, and when it gains sufficient pressure there comes an explosion with a sound exactly like coughing, and the dust is blown from its lodgment. What is stranger still, the plant flushes a vivid red through this spasmodic effort.

THE P. & O. FLEET.

The *Moldavia*, the largest steamer of the P. and O. fleet, was successfully launched at Greenock last month. Seven twin-screw steamers of from 10,000 to 10,500 tons are at present in course of construction for the P. and O. Company, and, when completed, the fleet of the company (including steam tenders and tugs) will number 92 vessels, representing a total tonnage of 374,644. Four of the new vessels are intended for the Australian line, and will be completed within the next year. The names selected for the new mail steamships are *Moldavia* and *Mongolia*, of 10,000 tons and 14,000 horse-power, and *Marmora* and *Macedonia*, of 10,500 tons and 15,000 horse-power. Two of the new ships are being built by Messrs. Caird and Co., of Greenock, and the other two by Messrs. Harland and Wolff, of Belfast. In addition to these mail steamers, three cargo carriers, each of 10,000 tons and 6,500 horse-power, are being built—two at the yards of Messrs. Workman, Clark, and Co., of Belfast, and one by Messrs. Barclay, Curle and Co., on the Clyde. The names of the cargo steamers are *Pera*, *Palma*, and *Palermo*. When the whole of these ships are completed, the fleet of the P. and O. Company will include 18 twin-screw vessels. The largest vessel at present carrying the flag of the P. and O. Company is the *Persia*, of 7,951 tons and 11,000 horse-power employed in the Bombay trade, and the second largest is the *China*, of 7,912 tons and 11,000 horse-power. The steamers of the *Moldavia* class are 30ft longer than the vessels of the *China* class, with a corresponding greater passenger and cargo accommodation, and they will benefit by the introduction of all possible improvements rendered available by the rapid growth of invention in connection with ship-building engineering.

" OCCIDENTAL."

It will be conducted as a first-class Residential and Tourist Hotel, having every facility to assure comfort to guests.

The BEDROOMS are excellently furnished, and will be kept scrupulously clean and neat. Each room has its own private bath.

The DINING-ROOM and CUISINE will have strict attention, and many changes from the routine of the average Hongkong dinner will be inaugurated.

The WINE LIST and BAR will have a choice selection of European and American Wines, Spirits and Beers.

The BAR will be conducted on the American principle, the foremost feature of which will be

FREE LUNCH COUNTER

provided with all the fresh nic-nacs that the market affords.

The Bar contains two English Billiard Tables and one AMERICAN POOL TABLE (the only public American Pool Table in the Colony).

The Hotel will keep on the English, American and Manila Newspapers.

TERMS, etc., very reasonable; and Special Rates to Residents can be had on application to—

JAS. D. M. CAMERON,
Manager.

Hongkong, 20th April, 1903. [1217]

RUNART PERE & FILS, REIMS

Established 1719.

CHAMPAGNE GROWERS AND SHIPPERS.

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NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matters to THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued unexpired.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication, if at this hour the supply is limited. Only 15 issues per copy.

Telegraphic Address: PRESS, Codes: A.B.C., 6th Ed.

Liberia.

P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE.

DURING my temporary absence from the Colony Mr. A. B. HOUSE will act as SECRETARY of the Society.

By Order of the Board,
W. J. SAUNDERS,
Secretary.

Hongkong, 21st April, 1903. [1238]

O. C. DINNER.

IT is proposed to hold an O. C. DINNER at the HONGKONG HOTEL on SATURDAY, the 2nd MAY, 1903, at 8 P.M. Will all Old Cheltenhamians, Carthusians, and Cliftonians desirous of attending kindly send their names and addresses to —

T. C. GRAY,

Hon. Secy., Cheltonian Society,

Hongkong Club.

Hongkong, 22nd April, 1903. [1239]

NOTICE.

M. ALFRED CUNNINGHAM'S connection with the "Hongkong Daily Press" as Manager and Publisher CEASED from this date.

Mr. BERTRAM AUGUSTUS HALE has been appointed MANAGER of the "HONGKONG DAILY PRESS," and will Sign as such from this date.

D. WARRES SMITH,

by his Attorney,

R. CHATTERTON WILCOX.

Hongkong, 21st April, 1903. [1240]

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE IS HEREBY GIVEN that TANG KWAI POK trading under the style of the "WING YUEN" at No. 28a, Des Voeux Road Central, Victoria, Hongkong, has on the 17th day of April, 1903, applied for the Registration in Hongkong in the Register of TRADE MARKS of the following TRADE MARK:

The distinctive device of an anchor surrounded by a circular border, in the name of TANG KWAI POK who claims to be the sole proprietor thereof.

The TRADE MARK is intended to be used by the Applicant forthwith in respect of the following goods, namely:—Indian rubber shoes and boots in class 38.

A Facsimile of the TRADE MARK can be seen at the Office of the Colonial Secretary of Hongkong and also at the Office of the undersigned.

Dated the 22nd day of April, 1903.

EWENS & HARSTON,

Solicitors for the Applicant,

36, Queen's Road Central,

Hongkong. [241]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED,

on

SATURDAY, the 25th APRIL, 1903, at 11 A.M., at their SALE ROOMS, No. 8, Des Voeux Road, Corner of Ice House Street, A Choice Collection of GOLD AND DIAMOND JEWELLERY, Comprising:—

GOLD STUDS and CHAINS, LADIES' ALBERTS, PEARL STUDS, DIAMOND RINGS, JADESTONE CHARMS, GOLD WATCHES, UNSET DIAMONDS, &c., &c. (The above are guaranteed to be all Genuine English Articles).

TERMS.—As usual.

HUGHES & HOUGH,

Auctioneers,

Hongkong, 22nd April, 1903. [1242]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI. The Company's Steamship

"FORMOSA."

Captain Evans, will be despatched for the above ports TO-MORROW, the 23rd inst., at 10 A.M. For Freight or Passage, apply to

DOUGLAS LA PRAIK & CO.,

General Managers.

Hongkong, 21st April, 1903. [1235]

HAMBURG-AMERIKA LINIE.

FOR SHANGHAI. (Taking cargo at through rates to TSINGTAU, CHINKIANG and HANKOW).

THE Steamer "LYEEMON" Captain Th. Lehmann, will be despatched for the above port TO-MORROW, the 23rd inst., at 2 p.m.

This Steamer has superior accommodation for First and Second Class Passengers.

For Freight or Passage, apply to

SIEMSEN & CO., Agents.

Hongkong, 21st April, 1903. [1234]

THE EAST ASIATIC COMPANY, LIMITED.

NOTICE.

STEAM FOR SHANGHAI AND KOBE. THE Danish Steamer

"BINTANG."

Captain C. Jensen, due here about the 26th inst., will have quick despatch as above.

For Freight or Passage, apply to

MELCHERS & CO., Agents.

Hongkong, 22nd April, 1903. [1237]

DAVID CORSAIR & SON MERCHANT NAVY

NAVY BOILED

LONG FLAX

CANVAS

REILIAN CROWN

TARPAULING

ARNHOLD, KARBERG & CO.

Sole Agents.

553

PUBLIC COMPANIES

HALL & HOLTZ, LIMITED.

THE ELEVENTH ORDINARY GENERAL MEETING of SHAREHOLDERS will be held at the COMPANY'S OFFICES, Nanking Road, on SATURDAY, the 25th APRIL, at 11 o'clock A.M., when the Report and Accounts for the year ended 28th February, 1903, will be presented. The TRANSFER BOOKS will be CLOSED from the 20th to 25th APRIL, 1903, both days inclusive.

By Order of the Directors,

E. R. PALMER,
Secretary.

Shanghai, 9th April, 1903. [1225]

ENTERTAINMENT

A CONCERT

will be given by
M. L. KNOSP
(From the Brussels Conservatoire),

ST. ANDREW'S HALL, CITY ROAD,
SATURDAY,
the 25th inst., at 9 P.M.

Mr. KNOSP will be assisted by several Ladies and Gentlemen.
Piano-forte, by Broadwood & Son, from Messrs. Lane, Crawford & Co.,
Hongkong, 21st April, 1903. [1231]

NOTICES OF FIRMS

CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.

司公限有船輪華中

THE OFFICES of the above Company have been OPENED at No. 35, QUEEN'S ROAD CENTRAL 2ND FLOOR.
Hongkong, 21st March, 1903. [2]

NOTICE.

M. FEIZULLABHOY ESSABHOY EBRAHIM will have this Colony sherry, and the business will be carried on by Mr. ESSOFAULY SOOBEMANJE, who is authorised to sign our Firm in Hongkong from this date.

ABDOOLALLY EBRAHIM & CO.

Hongkong, 18th April, 1903. [1203]

NOTICE.

CONSEQUENT upon leaving our Firm Mr. A. HUNE comes to sign for same by Procurator from this date.

EAST ASIATIC TRADING CO.

Hongkong, 10th April, 1903. [1151]

NOTICE.

I HAVE this day established myself as SHIP and FREIGHT BROKER.
A. BUNE,
Prince's Building No. 1.
Hongkong, 10th April, 1903. [1152]

NOTICE.

WE have resigned the AGENCY of the ATLAS ASSURANCE COMPANY LTD. from this date.

Claims will be settled and policies endorsed by us until further notice.

BUTTERFIELD & SWIRE.

Hongkong, 1st April, 1903. [1211]

NOTICE.

WE have been appointed AGENTS for the ORIENT INSURANCE COMPANY for Hongkong and the South of China from this date.

BUTTERFIELD & SWIRE.

Hongkong, 1st April, 1903. [1212]

BROWN, JONES & CO., MONUMENTAL AND ORNAMENTAL MASONS.

Have on View and for Sale at their Marble Yard,

ITALIAN MARBLE.

Statuary Figures, Aurels alongside Crosses Obelisks, Columns, Rustic and Plain Crosses and Headstones; also

AMERICAN MARBLE.

Crosses, Columns and Headstones; and ABERDEEN GRANITE

Crosses and Headstones

For adults and children's graves.

CEMETERY MEMORIALS

made to any design in Italian and American Marbles and Hongkong Gray and Blue Granite.

SHOULDERS OF DIRECTORS.

LETTERING IN ANY STYLE OR LANGUAGE

in imperishable lead, lead cement, gold, or black

All work and material guaranteed to be the best and most durable.

Prices to suit the times.

Designs on application.

Orders from importers carefully and promptly executed.

Office:—No. 17A, Queen's Road Central, 1st Floor, Marble Yard:—No. 18, Morrison Hill Road, Hongkong.

Hongkong, 9th April, 1903. [1190]

NOTICE.

IT IS HEREBY NOTIFIED for public information that on the 29th instant, at three o'clock P.M., before the Board of the SANTA CASA DA MISERICORDIA OF MACAO, the adjudication will be proceeded with, by Public Tender, under sealed covers, of the LEASE of the BOA VISTA HOTEL-SANATORIUM for the period of Five Years and Two Months, commencing from the 1st May proximo to the end of June, 1908.

The Conditions of Tender are as follows:—

1. Persons desirous of tendering should deposit Five Hundred Dollars before the commencement of the proceedings as a guarantee of the bona-fides of the tenderer, the deposits being forthwith returned to unsuccessful bidders at the conclusion of the proceedings.

2. Tenders should be delivered under sealed covers to the Board following the opening of proceedings together with the deposit receipt.

3. Any one not having made the deposit will not be permitted to bid neither will their tenders be accepted.

4. The guarantee that the successful tenderor should have to give, for the fulfilment of his contract, immediately after the adjudication is made, will be one year's rent in money, or by Deposit Note for a like amount of any Bank, payable to the Order of the Santa Casa, personal bond being unacceptable.

5. The upset price for the lease is Three Thousand Six Hundred Dollars per annum, that is, the equivalent of Three Hundred Dollars per month.

The clauses of the Agreement for Lease may be seen at the Office of the Santa Casa where they can be examined by intending tenderers.

ALBINO ANTONIO PACHECO, Provisor.

Board Room of the Santa Casa da Misericordia, Macao, 18th April, 1903. [1023]

VICTORIA LODGE, NO. 1026, E.C.

A REGULAR MEETING of VICTORIA LODGE will be held at the FREEMASONS HALL, Zetland Street, TO-DAY (WEDNESDAY), the 22nd APRIL, at 8.30 or 9 P.M. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 18th April, 1903. [1204]

AGENTS WANTED.

15 to 25 per cent. Discount Allowed.

1219

CHOY FONG.

Manufacturer of best quality of Preserved Ginger and Sweetsmeats of all kinds at Moderate Prices. It has been discovered that some people have imitated the trade-mark and name of our firm, so that our customers should be very careful against buying inferior goods bearing the imitations mentioned. 8, Shi On Lane, Shek-Tung-Tsoi, or inquire Joo Tok Den, Hongkong, 18, Bonham Strand West.

Hongkong, 14th April, 1903. [1145]

AUCTIONS



PUBLIC AUCTION

THE Undersigned have received instructions from the REGISTRAR, SUPREME COURT, to Sell by Public Auction, **TO-DAY (WEDNESDAY),** the 22nd April, 1903, at 11 A.M., at their SALES ROOMS, No. 8, Des Voeux Road, Corner of Ice House Street, **THE STOCK-IN-TRADE OF CHEUNG WOO'S FIRM,** 43, Queen's Road Central, Comprising:

TWEEDS, FLANNELS, GENTLE-MEN'S SHIRTS, FELT and STRAW HATS, LINEN, SOCKS, FLANNEL-ETTES, HANDKERCHIEFS, MONEY PURSES, PERFUMERY, BUTTONS, GENTLEMEN'S BOOTS and SHOES, SCISSORS, NECKTIES, COLLARS, WALKING STICKS, SINGLETS, RAIN COATS, BRACES, SCAPS, &c., &c.

GLASS SHOWCASES, COUNTER, MIRRORS and TABLES will be sold on the Premises, No. 43, Queen's Road Central, at 2.30 p.m.

TERMS.—As usual.
HUGHES & HOUGH, Government Auctioneers, Hongkong, 15th April, 1903. [1209]

AUCTIONS

PUBLIC AUCTION

THE Undersigned have received instructions to Sell by Public Auction, for ACCOUNT OF THE CONCERNED, on SATURDAY, the 25th April, 1903, at 2.30 P.M., at their SALES ROOMS, No. 8, Des Voeux Road, Corner of Ice House Street, **A Large Assortment of NAGOYA FORGE-LAIN WARE** And **WOOD CARVINGS.**

TERMS.—As usual.
HUGHES & HOUGH, Auctioneers, Hongkong, 21st April, 1903. [1220]

PUBLIC AUCTION

PARTICULARS AND CONDITIONS of the Letting by Public Auction Sale, to be held on MONDAY, the 27th day of APRIL, 1903, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land at Macdonnell Road, in the Colony of Hongkong, for a term of 75 years, commencing from the 25th day of March, 1903, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Regality No.	Locality.	Boundary Measurements.	S. Square ft.	Contents ft.	Annual Rent.	Upset Price.
		N.	S.	E.	W.		\$
		ft.	ft.	ft.	ft.		\$
Inland Lot No. 1,683	Macdonnell Road	37.11'	69.2'	140	146.7'	13,810.69	3,460
		45.3'	60.6'	140	132.5'		

PUBLIC AUCTION

THE Undersigned have received instructions to Sell by Public Auction, on WEDNESDAY,

the 29th April, 1903, at 3 P.M., on board, H.M. Unprotected Gunboats "ESK" and "FIREBRAND."

"Esk" "Firebrand." Extreme length ... 115 feet 134 feet breadth ... 34' ... 28 ft. 6 in.

Displacement ... 363 tons 455 tons Hull ... Iron Composite Engines ... Hawthorn's Thomson's With two cylindrical tubular boilers and three wooden masts.

As they now lie in the Harbour of Hongkong. The Admiralty do not guarantee these ships fit for further sea service.

The Anchors, Mooring Gear, Boats and Boat's Gear will not be sold.

A list of fittings to be sold with the ships may be seen at the Offices of the Naval Store Officer, H.M. Naval Yard, and of the Auctioneers; also on board.

The vessels will be open to inspection for seven days before date of sale.

Inspecting orders can be obtained from the Auctioneers.

TERMS.—Cash before delivery, 25 per cent. of the purchase money to be paid on fall of the hammer, balance and the clearance to be effected within seven days after date of sale.

A Lemach will leave Blake Pier at 2 p.m. and 2.45 p.m. on day of sale to convey intending purchasers.

HUGHES & HOUGH, Government Auctioneers, Hongkong, 17th April, 1903. [1212]

CARTRIDGES

IMPORTED EVERY MONTH, THEREFORE ALWAYS FRESH.

ELLEY'S, SCHULTZEE'S, AMBERITE and KYNOCK'S SPORTING CARTRIDGES 8, 10, 12, 16, and 20 BORE and NEWCASTLE CHILLED SHOT in all sizes, Nos. 10 to SSSG, AIE GUNS and AMMUNITION in Variety.

WM. SCHMIDT & CO. Hongkong, 28th November, 1902. [1182]

NOTICE.

WANG HING, JEWELLER, has REMOVED to No. 10, QUEEN'S ROAD CENTRAL (opposite Messrs. KELLY AND WALSH) and has also kept his old shop as a Branch Establishment, named **WANG HING & CO.** Hongkong, 23rd March, 1903. [472]

OREGON LUMBER.

THE Undersigned, being closely connected with the leading MILLS at PORT LAND and PUGET SOUND, are always prepared to book orders for any specifications at LOWEST RATES.

STEIMSEN & CO. Hongkong, 14th February, 1901. [62]

S.H.U.N.L.O.O.N.G.

Confectioner and Exporter of all kinds of Sweetmeats and Preserved Ginger. Only Young Ginger and Selected Fruits are Preserved and Sold.

WONG KI NAM, Manager, Nos. 7-8, Lai On Lane, West Point, Hongkong, 14th April, 1903. [114]

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the Letting by Public Auction Sale, to be held on MONDAY, the 27th day of APRIL, 1903, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land in the Colony of Hongkong, for a term of 21 years.

PARTICULARS OF THE LOT.

No. of Sale.	Regality No.	Locality.	Boundary Measurements.	S. Square ft.	Contents ft.	Annual Rent.	Upset Price.
		N.	S.	E.	W.		\$
		ft.	ft.	ft.	ft.		\$
Garden Lot No. 19	Adjoining Island Lot No. 1900	15	100	50	50	2,300	548

[1218]

[ALL RIGHTS RESERVED.]

RAYNIER'S PERIL,
A ROMANCE OF THE NORTH-WEST FRONTIER.

BY
BERTRAM MITFORD

(Author of "The Ruby Sword," "Sign of the Spider," "The Word of the Sorceress," &c.)

CHAPTER VIII.

THE MARK OF MURAD AFZUE.

Raynier was wondering over several things. He was wondering how anyone living could stand Tarleton for life—as his wife did; how anyone could stand him for a week, or two or three—as his guest was doing; or for two or three hours as he himself was trying to do. Then, constantly observing Hilda Clive—opposite him, for they were a party of four—he was wondering how it was that she had held out so little attraction to him hitherto. For nearly three weeks he had been peat up together in the close proximity of shipboard—and he had hardly been aware of her existence. While he was looking after her at Bombay, she had seemed more attractive, but not much. Yet now, meeting her again and unexpectedly, he was conscious of this or that subtle trait which interested him.

Still—why had he not discovered it before? Time opportunity—all had been favourable. He supposed it was that the recollection of Cynthia Daintree had left a bitter taste in his mouth, and that he had been passing through a misogynistic stage accordingly.

"I don't believe these 'badmashes' are as quiet as they seem," Tarleton was saying. "Or if they are it's because they are hatching devilry. I've been longer among them than you have, Raynier, and Muskin Khan isn't the sort to turn into a lamb all of a sudden, as he seems to have done lately."

They were talking over Raynier's visit to the Nawab, and Tarleton, as usual, was contradictions.

"What is the Nawab like, Mr. Raynier?" said Hilda Clive.

"Rather a fine looking man—in fact very."

"And is his palace very splendid?"

Rayner stared. "Very splendid," he repeated. "Oh, I see. The idea is quite a natural one. But as a matter of fact, he hasn't got any 'palace' at all. He lives in a mud-walled village."

"No. Not really?"

"Miss Clive thinks he ought to wear a crown and go about blazoning with jewels," said Tarleton.

"Well, that isn't an inexcusable mistake," rejoined Rayner, "considering the ideas people generally associate with his title. You see, Miss Clive the Gularzai are almost savages; fire savages but still savages, something akin to our idea of the desert Arab."

"Well, they can't help that, can they?" struck in Tarleton, apparently for no earthly reason, unless that nobody had dreamed of saying they could.

"I should like to see something of those people, in their own homes," said the girl. "They must be rather interesting. I admire these I see walking about the station. It is a fine type of face. Are they Gularzai, Mr. Rayner?"

"Fine type of face," cut in Tarleton. "Why they're the most villainous looking scoundrels unking. Any one of them would cut your throat for eight annas."

"A good many are," Miss Clive, answered Rayner. "But all these mountain tribes are very much alike in appearance."

For what they gazed upon here was but a beginning. It was the mark of Murad Afzue.

at that hour of the night as any wild peak could be looming dimly against the stars around.

A bicycle, moreover, is desperately bad stand to light on, but knowing this he resolved at the same time that it was an excellent one to run away on, given a clear road ahead. But would they allow him such? No, they would not.

It was all done in a flash. Rayner saw the two figures in half bent, crowding attitude glide suddenly into the middle of the road—and he knew that each held a long knife. There was no time to stop. He saw his bicycle strike one of them full in the chest, as he put it at him full speed—they became consolers that he himself was whirling through the air to land with a crash beneath the tamarkan hedge. He saw the other of them coming towards him in hand; saw in a moment the shaggy tresses, and the savage eyes glaring beneath the great turban, and then—there cracked forth a couple of shots, seemingly over his head.

His assailant had disappeared. At the moment he realized the position. The occurrences had taken place just in front of the Forest Officer's compound, and the Forest Officer being a very great sportsman, his bungalow was a miniature arsenal of weapons of all sorts. Moreover he was a man of experience and quick wit. He too had heard the expiring yell of the murdered man, and had come forth to investigate, armed with a large and business-like revolver which he well knew how to use. In this instance, however, the darkness, and some fear of hitting the wrong man had spoiled his shots. But of either at whom they were directed there remained no sign. Both had made themselves scarce.

"What's all the bother about?" sang out this friend in need, desecrating the doubled-up figure under the hedge. "Who is it?" "Me—Rayner."

"The devil! Not hurt, are you?" "Someone up the road is—that's why I was chevying those 'badmashes.' Come along up there, and we'll investigate."

The Forest Officer shouted lustily to his servants to bring a lantern, and they, aroused by the shots, were not long in doing so. Rayner picked him up, somewhat gingerly.

"I say—you did get a toss," said the other. "Not hurt, eh?"

"No. I think not." Shaken up a bit like a tonic bottle.

Strange to say the bicycle had received little or no damage either.

"Those Pathans are tough," said the Forest Officer. "Fancy being able to clear out after a collision like that."

They reached the spot where the dead man was lying. A shot or two from Rayner brought out his own people, with more lanterns. It was not a nice sight to gaze upon at midnight, the ghastly fear and agony stamped upon the dead face, and the great pool of blood still welling forth afresh as they turned the body over. Rayner could not help contrasting it in his mind with the scene he had just left hurriedly more than a quarter of an hour ago.

"I seem to know the face too," he said, in a puzzled way. "Who is he, Kaur Singh? Do you know?"

"Ha, Hawar. It is the trading man whom your Highness allowed to travel on the skirt of your protection when we had been visiting Muskin Khan."

But the rascal took very good care to say nothing about having turned him away from the gate that very night. The man was dead, and therefore he himself was safe. But the offender was happily ignorant of the fatal consequences that rebuff was destined to entail upon his master, upon others—and perchance, upon himself.

For what they gazed upon here was but a beginning. It was the mark of Murad Afzue.

(To be continued)

WANTED.

A MINING ENGINEER of any nationality who is acquainted with Prospecting work. Apply by letter to—

F., Care of Daily Press Office, Hongkong, 21st April, 1903. [1228]

WANTED.

JUNIOR CLERK, for Typewriter Work Shorthand preferred. Apply to—

T. W., Care of Daily Press Office, Hongkong, 16th April, 1903. [1211]

WANTED.

A PORTUGUESE CLERK for coast port. Must have some experience in general office work. Knowledge of typewriting and bookkeeping desirable. Fair Salary. Applications to—

B. F., Care of Daily Press Office, Hongkong, 24th April, 1903. [1213]

WANTED.

HOUSE wanted, Unfurnished, with Tennis Court. Full particulars to—

B. H., Care of Daily Press Office, Hongkong, 20th April, 1903. [1216]

WANTED.

CHINSE BOOKKEEPER wanted. \$40 per month. Apply to—

SHIPPING.

ARRIVALS.
April 20, CHOWTAI, German str., 1,115, H. Texter, Bangkok 11th April, Rice and Timber.—N. D. LLOYD.
April 21, CLARA JENSEN, German str., 1,004, J. Bendix, Chinkiang 16th April, Ground Nuts.—ORDER.
April 21, DAGMAR, Norwegian str., 383, A. Salvesen, Quilon 18th April, Rice and General—EAST ASIAN TRADING CO.
April 21, FOEMSA, British str., 696, J. W. Evans, Swatow 20th April, General—DODWELL & CO. & CO.
April 21, IROA, British str., 3,362, J. W. Robertson, Moji 15th April, Coal—JARDINE, MATTHEWS & CO.
April 21, KALAN, British str., from Canton.
April 21, KWANGTUNG, Chinese str., from Canton.
April 21, LABOR, Norwegian str., 949, Jensen, Chinkiang 16th April, General—CHI-SHE.
April 21, MONTKEY, U.S. monitor, from Canton.
April 21, YAWATA MARU, Japanese str., 2,368, A. E. Moses, Nagasaki 24th April, General—NIPPON YUSEN KAISHA.

CLEARANCES.
AT THE HARBOUR MASTER'S OFFICE.
21st April.

Anping Maru, Japanese str., for Swatow.
Anping, Chinese str., for Shanghai.
Changchow, British str., for Amoy.
Hiroshima Maru, Japanese str., for Singapore.
Holden, German str., for Jelsoeton.
Hongkong, British str., for Amoy.
Kagoshima, Japanese str., for Shanghai.
Kohyan, British str., for Manilla.
Marbury, German str., for Yokohama.
Nantung, British str., for Singapore.
Nanpu, German str., for Swatow.
Pekin, British str., for Singapore.
Phu Chi Fa, German str., for Swatow.
Richmond Castle, British str., for Manilla.
Thea, Norwegian str., for Chefoo.

DEPARTURES.

21st April.
ANPING, Chinese str., for Shanghai.
APEGADE, German str., for Haiphong.
ARGONAUT, British cruiser, for Japan.
CHANGCHOW, British str., for Amoy.
CLARA JENSEN, German str., for Canton.
HIROSHIMA MARU, Japanese str., for Bombay.
HOLSTEIN, German str., for Jesselton.
KA MARU, Japanese str., for Seattle.
KWANGPING, Chinese str., for Canton.
LAZER, Norwegian str., for Canton.
MABRUG, German str., for Yekhanya.
NABISANG, British str., for Calcutta.
NANTUNG, German str., for Swatow.
PEKIN, British str., for London.
PHRA CHOM KLA, German str., for Bangkok.
PINGSEY, British str., for Marseilles.
RICHMOND CASTLE, British str., for Manilla.
SKULD, Norwegian str., for Bangkok.
TAIWAN, British str., for Australia.

VESSELS IN DOCK.

20th April.
ABERDEEN DOCKS.—Indrairelli.
KLUWOOD DOCKS.—Compania de Filipinas, Hoods, Montane, Hue, H.I.G.M.S. Jaguar, Canton River, Kiong Lai, Tonkin.
COSMOPOLITAN DOCK.—Fatslav, H.M.S. Otter, H.M.S. Janus.

VESSELS ON THE BERTH

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship
"YUENSANG."

Captain P. H. Rolfe will be despatched as above on FRIDAY, the 24th inst., at 4 p.m.
This Steamer has superior accommodation for First-class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to JARDINE, MATTHEWS & CO., General Managers.

Hongkong, 20th April, 1903. [1124]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship
"GREGORY APCAR."
Captain J. G. Olifent will be despatched for the above ports on SATURDAY, the 25th inst., at NOON.

For Freight or Passage, apply to DAVID SASSOON & CO., LTD., Agents.

Hongkong, 18th April, 1903. [1199]

FOR CHEMULPO, DALNY AND/OR PORT ARTHUR.
(Calling at SHANGHAI)

THE Steamship
"SULLBURG."
Captain Meyer will be despatched for the above ports on WEDNESDAY, the 29th inst., at DAYLIGHT.

For Freight or Passage, apply to HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 21st April, 1903. [1230]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR Fiume and Trieste (DIRECT).
Calling at SINGAPORE, Rangoon, Colombo, Aden, Suez and Port Said.

(Taking cargo at through rates to the BRAZILS, to South Africa, Red Sea, Black Sea, Levant, Venice and Adriatic Ports).

THE Company's Steamship
"MARIA VALERIE,"

Captain Berberovich, will be despatched as above on SATURDAY, the 25th May, P.M.

For information as to Passage and Freight, apply to SANDER, WIELER & CO., Agents.

Hongkong, 17th April, 1903. [1208]

REGULAR STEAMSHIP SERVICE TO NEW YORK VIA SUEZ CANAL.
(With liberty to call at PHILIPPINE PORTS.)

THE "Shire" Line Steamship
"PEMBROKESHIRE"

will be despatched on or about FRIDAY, the 15th May.

The American Asiatic Steamship Company's
"NORMAN ISLES,"

will be despatched on or about MONDAY, the 15th June.

For Freight, &c., apply to SHEWAN, TOMES & CO., Agents.

Hongkong, 17th April, 1903. [1187]

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOT—POSTE FRANCAISE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.

ALSO OF BRAZIL AND RIVER PLATE.

ON or about THURSDAY, the 23rd April, the Company's Steamship "TONKIN," Captain Schmitz, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES via BOMBAY.

This Steamer connects at COLOMBO with the s.s. "Ville de la Ciotat," which vessel takes on her Passengers and Mails, leaving that port on or about the 2nd May, direct to Suez Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till NOON only on Wednesday, the 22nd April. Specie and Parcels received until 4 p.m. on the same day.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and value of Packages are required.

For further particulars apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 9th April, 1903. [12]

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Japanese Mail Steamship

"YAWATA MARU,"

3,600 Tons, Captain A. E. Moses, will be despatched for the above port on FRIDAY, the 24th inst., at 4 p.m.

This well-known Steamer is specially constructed for the service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator Doctor and Stewardess carried.

For Freight or Passage, apply to A. S. MIHARA, Manager.

Hongkong, 15th April, 1903. [1172]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-

TTRALIA, INDIA, ADEN, EGYPT,

MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR

BATAVIA, PEKING, GULF, CONTINENTAL,

AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"BALLAARAT,"

Captain F. R. Summers, carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 25th APRIL, at NOON, taking passengers and cargo for the above ports.

Ship's and Vessel's, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 12 m.p.m. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 13th April, 1903. [1124]

CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.

司公限有船輪華中

FOR MANZANILLO, MEXICO AND SAN FRANCISCO VIA MOJI, KOBE AND YOKOHAMA.

THE Steamship

"CHING WO."

Captain Parkinson, will be despatched for the above ports on SATURDAY, the 25th inst., at NOON.

For Freight or Passage, apply at the Company's Office, 33, Queen's Road Central, 2nd Floor.

J. S. VAN BUREN, Superintendent.

Hongkong, 6th April, 1903. [1066]

For Freight or Passage, apply to

SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 20th April, 1903. [1171]

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP

TONS

CAPTAIN.

FOR

SAILING DATE.

RUBI..... 2540 R. W. Almond Manila Direct Sat., 25th Apr., 10 A.M.

ZAFIRO..... 2540 R. Rodger Manila Direct Sat., 2nd May, 10 A.M.

PERLA..... 1980 J. McGinty

For Freight or Passage, apply to

SHEWAN, TOMES & CO., AGENTS.

Hongkong, 17th April, 1903. [1187]

THE JAPAN MAIL STEAMSHIP COMPANY.

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.

DESTINATIONS.

SAILING DATES.

KAGOGA MARU..... HAVRE, BREMEN and HAMBURG

On 23rd April. Freight

SERBIA..... HAVRE and HAMBURG

On 5th May. Freight

SAXONIA..... HAVRE and HAMBURG

On 19th May. Freight

NUBIA..... NEW YORK, VIA PORTS

On 30th May. Freight

SEGOVIA..... HAVRE and HAMBURG

On 2nd June. Freight

STRASBURG..... HAVRE and HAMBURG

On 16th June. Freight & Passengers

SUEVIA..... HAVRE and HAMBURG

On 30th June. Freight

Capt. Borch

(Calling at Singapore and Penang).

For further Particulars, apply to

H. S. Bradshaw, Agent.

Hongkong, 1st April, 1903. [1224]

PORTLAND & ASIATIC STEAMSHIP CO.

OPERATING IN THE OREGON RAILROAD & NAVIGATION CO.

Steamship TONS CAPTAIN TO SAIL ON

"INDRAVELL"..... 4,890 W. E. Craven April 24, 1903

"INDRAPOWA"..... 4,894 A. E. Hollingsworth May 14, 1903

"INDRASAMHA"..... 5,197 I. P. Craven June 14, 1903

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

[14]

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR

TAMSUI, VIA SWATOW { "DALIN MARU" LEAVING

AND AMOY { T. OGATA April

TAMSUI, VIA SWATOW { "DAIGI MARU" SUNDAY, 3rd

AND AMOY { T. W. GRO

OCEAN STEAM SHIP CO., LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.
JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.

MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

OUTWARDS.

FROM	STEAMER	DUE
GLASGOW and LIVERPOOL	"PATROCLUS"	On 23rd April.
GLASGOW and LIVERPOOL	"CALCHAS"	On 30th April.
GLASGOW and LIVERPOOL	"HYSON"	On 9th May.
GLASGOW and LIVERPOOL	"AJAX"	On 18th May.
GLASGOW and LIVERPOOL	"ANTENOR"	On 25th May.
GLASGOW and LIVERPOOL	"PELEUS"	On 1st June.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
MARSEILLES, LONDON and ANTWERP	"DEUCALION"	On 28th April.
MARSEILLES, LONDON and ANTWERP	"JASON"	On 12th May.
LIVERPOOL VIA GENOA	"AGAMEMNON"	On 17th May.
MARSEILLES and ANTWERP	"TANTALUS"	On 21st May.
LONDON	"PATROCLUS"	On 26th May.
LONDON	"CALCHAS"	On 8th June.
LIVERPOOL VIA GENOA	"HYSON"	On 12th June.

TRANS-PACIFIC SERVICE.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST POINTS, VIA NAGASAKI, KOBE & YOKOHAMA	"AJAX"	On 26th May.
The S.S. "PATROCLUS" left Singapore on the 18th inst., and is expected here on the 23rd inst.		
For Freight, apply to BUTTERFIELD & SWIRE, AGENTS.		[10-12]

Hongkong, 21st April, 1903.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"PAOTING"	On 22nd April.
MANILA	"SUNGKIAN"	On 22nd April.
SHANGHAI	"SINGAN"	On 23rd April.
CEBU and ILOILO	"KAIFONG"	On 25th April.
CHEFOO, NEWCHWAN and TIENTSIN	"NANCHANG"	On 28th April.
KOBE	"TSINAN"	On 30th April.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light, Unrivalled Table, A duly qualified Surgeon is carried.
 Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
 Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.
 REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

[11]

Hongkong, 22nd April, 1903.

NORTHERN PACIFIC STEAMSHIP CO. BOSTON STEAMSHIP COMPANY. BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG,
VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA,
FOR VICTORIA, B.C., AND TACOMA,
IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Captain.	Tons.	Sailing Date.
* HYADES	Geo. Wright	3,763	May 5th
* SHAWMUT	W. M. Smith	9,608	May 21st
VICTORIA	J. Pantin	3,502	May 23rd
* PLEIADES	F. G. Purinton	3,753	May 31st

Steamers marked * have no passenger accommodation.

The attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points and to the Principal Cities in the United States and Canada.

For further information as to Freight or Passage, apply to

DODWELL & COMPANY, LIMITED,
GENERAL AGENTS.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANTINE, BLACK SEA AND BALTIQUE PORTS, ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and SOUTHAMPTON to LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamer.	SAILING DATE.
KIAUDSCHOU	WEDNESDAY 29th April
BAFFIN	WEDNESDAY 13th May
ZIETEN	WEDNESDAY 27th May
STUTTGART	THURSDAY 11th June
ECON	THURSDAY 25th June
PREUSSEN	THURSDAY 9th July
HAMBURG	THURSDAY 23rd July
PRINZ HEINRICH	THURSDAY 6th August

* Steamers of the Hamburg-Amerika Line. + Calling at Amsterdam.

ON WEDNESDAY the 29th day of April, 1903, at NOON, the Steamer "KIAUDSCHOU," of the HAMBURG-AMERIKA LINIE, Captain Behrens, with MAIIS, PASSENGERS, SPECIE and CARGO will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 27th April. Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 28th April, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 28th April.

Contents of Parcels are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardess.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 16th April, 1903.

NOTICE TO CONSIGNEES

STEAMSHIP "CALEDONIAN."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of cargo from London exs. Made, and from Bordeaux exs. Frederic Morel, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co. Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional cargo will be forwarded or unless intimation is received from the Consignees before NOON, to-day, the 19th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Saturday, the 25th inst., at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 27th inst., or they will not be recognized.

All damaged packages will be examined on Monday, the 27th inst., at 3 P.M.

No fire insurance will be effected by us in any case whatever.

ALLAN CAMERON, General Agent.

Hongkong, 15th April, 1903.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"KEEMUN"

are hereby notified that the cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co. Ltd., in both cases it could not prevent being decorated in their interior surface with a net-work of dirt, &c., through "scampering" of common workmen, especially Chinese.

Apply to—

THE ROYAL AERATED WATER MANUFACTORY OFFICE,

Telephone 337;

Depot—Ice House Street; Telephone 374.

F. P. DANENBERG, Manager

11-2

FOR SALE.

o settle up late owner's estate.

THE British Composite Barque

"LUCIA"

640 Tons Reg., 1,050 Tons D.W., now lying in

Hongkong Harbour and open for inspection.

Vessel has just undergone annual overhaul

and is ready for sea.

For Further Particulars apply to—

Captain A. R. ANDERSEN,

on board; or

WM. DUNEAR,

Agent.

12, Beaconfield Arcade.

Hongkong, 18th April, 1903.

HONGKONG ICE COMPANY, LIMITED.

BUDWEISER BEER.

EXTRA PALE LAGER IN CLEAR BOTTLES,

OF UNIVERSAL POPULARITY.

ANHEUSER BUSCH BREWING ASSOCIATION, ST. LOUIS.

THE BUDWEISER BEER.

POST OFFICE NOTICES.

The *Bengal*, with the English Mail of the 27th ult., left Singapore on Sunday, the 10th inst., at 3 p.m., and may be expected here on or about Friday, the 24th inst., at noon. This packet brings replies to letters despatched from Hongkong on the 23rd February.

The *Tenkin* (homeward French Mail) has gone into dock for minor repairs; her departure will therefore be uncertain.

MAILS WILL CLOSE.

FOR	PER	DATE
Canton		Wednesday, 22nd, 7.30 A.M.
Swatow, Amoy and Foochow		Wednesday, 22nd, 9.00 A.M.
Swatow, Amoy and Foochow		Wednesday, 22nd, 10.00 A.M.
Chesoo and Newchwang		Wednesday, 22nd, 10.00 A.M.
Manila		Wednesday, 22nd, 10.00 A.M.
Nagasaki, Kobe, and Yokohama		Wednesday, 22nd, 10.00 A.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER, (B.C.)		Wednesday, 22nd, 10.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)		

Macao		Wednesday, 22nd, 1.15 P.M.
Moi		Wednesday, 22nd, 2.00 P.M.
Amoy		Wednesday, 22nd, 3.00 P.M.
Manila		Wednesday, 22nd, 3.00 P.M.
Shanghai		Wednesday, 22nd, 3.00 P.M.
Hoihow and Haiphong		Wednesday, 22nd, 4.00 P.M.
Port Arthur		Wednesday, 22nd, 5.00 P.M.
Canton		Wednesday, 22nd, 5.00 P.M.
Namha		Wednesday, 22nd, 5.00 P.M.
Swatow, Amoy and Tamsui		Thursday, 23rd, 9.00 A.M.
Mauritius		Thursday, 23rd, 1.00 P.M.
Shanghai		Thursday, 23rd, 3.00 P.M.
Cebu and Iloilo		Thursday, 23rd, 3.00 P.M.
Singapore		Thursday, 23rd, 4.00 P.M.
Moji, Kebo, Yokohama, Victoria, B.C., and Portland		Friday, 24th, 9.00 A.M.
Manila		Friday, 24th, 3.00 P.M.
Manila, Thursday Island, Townsville, Brisbane, Sydney, and Melbourne		Friday, 24th, 3.00 P.M.
Manila		Saturday, 25th, 9.00 A.M.
Moji, Kebo, Yokohama, Manzillo, and San Francisco		Saturday, 25th, 10.00 A.M.
Cebu and Iloilo		Saturday, 25th, 10.00 A.M.
Singapore, Penang and Calcutta		Saturday, 25th, 10.00 A.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO		Printed Matter and samples, 9.45 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)		Registration, 9.45 A.M.
Europe, &c., India via Tuticorin		(Registration, with late fee of 10 cents, up to 10.30 A.M.)
(Late Letters 10.10 to 11.30 A.M. Extra Postage 10 cents)		Letters, 10.45 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)		Saturday, 25th,
Choofoo, Newchwang and Tientsin		Printed Matter and samples, 10.00 A.M.
Shanghai, Chomulpo and Port Arthur		Registration, 10.00 A.M.

TO-DAY.

Sale, Miscellaneous, Sales Rooms, Messrs. Hughes and Hough, 11 a.m.	The C.P.R. steamer <i>Empress of Japan</i> left Vancouver for Hongkong via usual ports of call on the 15th inst., p.m.
Sale, Leasehold Property, Sales Rooms, Mr. Geo. P. Lammett, 3 p.m.	MERCHANT STEAMERS.
Regular Meeting of Victoria Lodge, Freemasons' Hall, 8.30 for 9 p.m.	The H.A.L. steamer <i>Nubia</i> , from New York, left Manila for this port on the 19th inst., a.m., and may be expected here to-day, a.m.
TO-MORROW.	The O.S.S. steamer <i>Patricius</i> left Singapore on the 18th inst., and is expected here to-morrow.
Sale, Wine, &c., Sales Rooms, Messrs. Hughes and Hough, 11 a.m.	The E. & A. steamer <i>Gulfris</i> , from Sydney, left Port Darwin on the 14th inst., for Timor, Manila and this port, and is due here about the 25th inst.
Sale, Household Furniture, "Compte," Magazine Gap, Mr. Geo. P. Lammett, 3 p.m.	The "Ben" Line steamer <i>Beaumohr</i> , from Antwerp and London, left Singapore on the 17th inst. for this port.
COMMERCIAL.	The steamer <i>Beauty</i> left Singapore for this port on the 18th inst., p.m., and is expected here on the 25th inst., a.m.
CLOSING QUOTATIONS.	The N.Y.K. steamer <i>Yawata Maru</i> (Australian) left Nagasaki for this port on the 17th inst., p.m., and is expected here on the 31st inst.
21st April.	The Boston Tow Boat Co.'s steamer <i>Pleides</i> arrived at Yokohama on the 24th inst.
ON LONDON.—	The "Shiri" Line steamer <i>Dembibahule</i> left Singapore on the 20th inst., p.m., for this port, and may be expected here on the 27th inst.
Telegraphic Transfer 173	The C.M. steamer <i>Peking</i> left Victoria on the 1st inst. for Japan, Hongkong and Manila.
Bank Bills, on demand 173	The C.P.R. steamer <i>Tartar</i> left Vancouver on the 4th inst., p.m., for Hongkong, via the usual ports of call.
Bank Bills, at 4 months' sight 173	The Boston Steamship Co.'s steamer <i>Shaunert</i> left Victoria (B.C.) for the usual ports on the 6th inst.
Credits, at 4 months' sight 173	The P. & A. steamer <i>Indrapura</i> left Portland (Or.) for this port via Japan on the 11th inst., and may be expected here on the 14th prox.
ON BOMBAY.—	The N.E.P. steamer <i>Victoria</i> left Victoria (B.C.) for the usual ports on the 17th inst.
Telegraphic Transfer 123	The Boston Steamship Co.'s steamer <i>Shaunert</i> left Victoria (B.C.) for the usual ports on the 6th inst.
Bank, on demand 123	The P. & A. steamer <i>Indrapura</i> left Portland (Or.) for this port via Japan on the 11th inst., and may be expected here on the 14th prox.
ON CALCUTTA.—	The N.E.P. steamer <i>Victoria</i> left Victoria (B.C.) for the usual ports on the 17th inst.
Telegraphic Transfer 123	The P. & A. steamer <i>Indrapura</i> left Portland (Or.) for this port via Japan on the 11th inst., and may be expected here on the 14th prox.
Tank, on demand 123	The N.E.P. steamer <i>Victoria</i> left Victoria (B.C.) for the usual ports on the 17th inst.
ON SHANGHAI.—	The Boston Steamship Co.'s steamer <i>Shaunert</i> left Victoria (B.C.) for the usual ports on the 6th inst.
Bank, at sight 73	The P. & A. steamer <i>Indrapura</i> left Portland (Or.) for this port via Japan on the 11th inst., and may be expected here on the 14th prox.
Private, 20 days' sight 73	The N.E.P. steamer <i>Victoria</i> left Victoria (B.C.) for the usual ports on the 17th inst.
ON YOKOHAMA.—	The Boston Steamship Co.'s steamer <i>Shaunert</i> left Victoria (B.C.) for the usual ports on the 6th inst.
C. demand 804	The P. & A. steamer <i>Indrapura</i> left Portland (Or.) for this port via Japan on the 11th inst., and may be expected here on the 14th prox.
ON MANILA.—	The N.E.P. steamer <i>Victoria</i> left Victoria (B.C.) for the usual ports on the 17th inst.
On demand 173	The N.E.P. steamer <i>Victoria</i> left Victoria (B.C.) for the usual ports on the 17th inst.
ON SINGAPORE.—	The P. & A. steamer <i>Indrapura</i> left Portland (Or.) for this port via Japan on the 11th inst., and may be expected here on the 14th prox.
On demand 173	The N.E.P. steamer <i>Victoria</i> left Victoria (B.C.) for the usual ports on the 17th inst.
ON RATHKIA.—	The P. & A. steamer <i>Indrapura</i> left Portland (Or.) for this port via Japan on the 11th inst., and may be expected here on the 14th prox.
On demand 991	The N.E.P. steamer <i>Victoria</i> left Victoria (B.C.) for the usual ports on the 17th inst.
ON HAIKOW.—	The P. & A. steamer <i>Indrapura</i> left Portland (Or.) for this port via Japan on the 11th inst., and may be expected here on the 14th prox.
On demand 302	The N.E.P. steamer <i>Victoria</i> left Victoria (B.C.) for the usual ports on the 17th inst.
ON SAIGON.—	The P. & A. steamer <i>Indrapura</i> left Portland (Or.) for this port via Japan on the 11th inst., and may be expected here on the 14th prox.
On demand 23 p.c. pm.	The N.E.P. steamer <i>Victoria</i> left Victoria (B.C.) for the usual ports on the 17th inst.
ON KAOKEK.—	The P. & A. steamer <i>Indrapura</i> left Portland (Or.) for this port via Japan on the 11th inst., and may be expected here on the 14th prox.
On demand 63	The N.E.P. steamer <i>Victoria</i> left Victoria (B.C.) for the usual ports on the 17th inst.
FEVERLINE, Bank's Buying Rate \$1.12	The P. & A. steamer <i>Indrapura</i> left Portland (Or.) for this port via Japan on the 11th inst., and may be expected here on the 14th prox.
G. LEAF, 100 line, per ton \$65.50	The N.E.P. steamer <i>Victoria</i> left Victoria (B.C.) for the usual ports on the 17th inst.
V. B. SILVER, pay oz. 23	The P. & A. steamer <i>Indrapura</i> left Portland (Or.) for this port via Japan on the 11th inst., and may be expected here on the 14th prox.
OPPIUM.	The P. & A. steamer <i>Indrapura</i> left Portland (Or.) for this port via Japan on the 11th inst., and may be expected here on the 14th prox.
21st April.	The N.E.P. steamer <i>Victoria</i> left Victoria (B.C.) for the usual ports on the 17th inst.
Quotations are— Allow 'em net, to 1 cent.	The P. & A. steamer <i>Indrapura</i> left Portland (Or.) for this port via Japan on the 11th inst., and may be expected here on the 14th prox.
Malva New to per picul	The N.E.P. steamer <i>Victoria</i> left Victoria (B.C.) for the usual ports on the 17th inst.
Malva Old \$1080 to \$1100	The P. & A. steamer <i>Indrapura</i> left Portland (Or.) for this port via Japan on the 11th inst., and may be expected here on the 14th prox.
Malva Older \$1110 to \$1130	The N.E.P. steamer <i>Victoria</i> left Victoria (B.C.) for the usual ports on the 17th inst.
Malva V. Old \$1140 to \$1160	The P. & A. steamer <i>Indrapura</i> left Portland (Or.) for this port via Japan on the 11th inst., and may be expected here on the 14th prox.
Puraria fine quality \$730	The N.E.P. steamer <i>Victoria</i> left Victoria (B.C.) for the usual ports on the 17th inst.
Puraria extra fine to	The P. & A. steamer <i>Indrapura</i> left Portland (Or.) for this port via Japan on the 11th inst., and may be expected here on the 14th prox.
Patra New \$1030 to — per chest.	The N.E.P. steamer <i>Victoria</i> left Victoria (B.C.) for the usual ports on the 17th inst.
Patra Old to —	The P. & A. steamer <i>Indrapura</i> left Portland (Or.) for this port via Japan on the 11th inst., and may be expected here on the 14th prox.
Pearls Now \$1012 to —	The N.E.P. steamer <i>Victoria</i> left Victoria (B.C.) for the usual ports on the 17th inst.
Bearna Old — to —	The P. & A. steamer <i>Indrapura</i> left Portland (Or.) for this port via Japan on the 11th inst., and may be expected here on the 14th prox.
VESSELS EXPECTED.	The P. & A. steamer <i>Indrapura</i> left Portland (Or.) for this port via Japan on the 11th inst., and may be expected here on the 14th prox.
THE ENGLISH MAIL.	The N.E.P. steamer <i>Victoria</i> left Victoria (B.C.) for the usual ports on the 17th inst.
The P. & A. steamer <i>Bengal</i> left Singapore for this port on the 18th inst., at 3 p.m., and is due here on the 24th inst., at noon.	The P. & A. steamer <i>Indrapura</i> left Portland (Or.) for this port via Japan on the 11th inst., and may be expected here on the 14th prox.
THE INDIAN MAIRS.	The N.E.P. steamer <i>Victoria</i> left Victoria (B.C.) for the usual ports on the 17th inst.
The Indo-China steamer <i>Saisang</i> , from Calcutta and the Straits, left Singapore for this port on the 8th inst., p.m.	The P. & A. steamer <i>Indrapura</i> left Portland (Or.) for this port via Japan on the 11th inst., and may be expected here on the 14th prox.
The Indo-China steamer <i>Laiusang</i> left Calcutta for this port via the Straits on the 19th inst., and may be expected here on the 5th prox.	The N.E.P. steamer <i>Victoria</i> left Victoria (B.C.) for the usual ports on the 17th inst.
THE GERMAN MAIRS.	The P. & A. steamer <i>Indrapura</i> left Portland (Or.) for this port via Japan on the 11th inst., and may be expected here on the 14th prox.
The Imperial German mail steamer <i>Kiautschow</i> left Kobe via Nagasaki and Shanghai on the 18th inst., p.m., and may be expected here on the 25th inst.	The N.E.P. steamer <i>Victoria</i> left Victoria (B.C.) for the usual ports on the 17th inst.
The Imperial German mail steamer <i>Stuttgart</i> left Genoa on the 19th inst.	The P. & A. steamer <i>Indrapura</i> left Portland (Or.) for this port via Japan on the 11th inst., and may be expected here on the 14th prox.
THE AMERICAN MAIL.	The N.E.P. steamer <i>Victoria</i> left Victoria (B.C.) for the usual ports on the 17th inst.
The T.K.K. steamer <i>America Maru</i> left San Francisco for this port, via Honolulu, &c., on the 27th ult.	The P. & A. steamer <i>Indrapura</i> left Portland (Or.) for this port via Japan on the 11th inst., and may be expected here on the 14th prox.
The P.M. steamer <i>Korea</i> left San Francisco for this port via Honolulu, &c., on the 4th inst.	The N.E.P. steamer <i>Victoria</i> left Victoria (B.C.) for the usual ports on the 17th inst.

POST OFFICE NOTICES.

THE ENGLISH MAIL.

The P. & A. steamer *Bengal* left Singapore for this port on the 18th inst., at 3 p.m., and is due here on the 24th inst., at noon.

THE INDIAN MAIRS.

The Indo-China steamer *Saisang*, from Calcutta and the Straits, left Singapore for this port on the 8th inst., p.m.

The Indo-China steamer *Laiusang* left Calcutta for this port via the Straits on the 19th inst., and may be expected here on the 5th prox.

THE GERMAN MAIRS.

The Imperial German mail steamer *Kiautschow* left Kobe via Nagasaki and Shanghai on the 18th inst., p.m., and may be expected here on the 25th inst.

THE AMERICAN MAIL.

The T.K.K. steamer *America Maru* left San Francisco for this port, via Honolulu, &c., on the 27th ult.

The P.M. steamer *Korea* left San Francisco for this port via Honolulu, &c., on the 4th inst.

POST OFFICE NOTICES.

FOR	PER	DATE

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